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1. On 10 October 1950, it was learned that the Hauptverwaltung Seepolizei (Main Administration of Sea Police) (HVS) was located in a section of the area of the Borsig-Bergmann plant, just west of the city district of Wilhelmsruh. The former management building and a number of workshops were separated from the rest of the plant area by a high fence and barbed wire. About 40 Seepolizei officers worked in the offices in the management building. A total of 200 police were quartered in the other buildings. The police in these buildings first received political training at the Klara Zetkin School in Wandlitz for two months, then were given a 4-month infantry training at the Seepolizei school in Varen. In early October, they were transferred to Wilhelmsruh where they were to receive technical instruction. About 30 trucks and as many sedans, all new, were available. A weapons room, stocked with about 300 carbines, 50 model 08 pistols, and 20 German submachine guns, was on the top floor of the main building. Instruction rooms were being established in an adjacent building. Several boxes with Russian inscriptions were stored in a room. One box which had been opened contained a spheroid approximately 70 cm in diameter. Sixty or seventy iron points, about 7 cm long and 1 cm in diameter, projected from it. The object was similar to a mine. It was learned that VP Oberrat Kuhn (fnu), former naval and torpedo expert, was in charge of the instruction.
2. On 28 December, it was observed that between 20 and 30 Seepolizei received weapons instruction in a workshop. The subjects of instruction were one gun of approximately 100 mm which had a barrel four meters long, and which was similar to the former German heavy AA gun and was mounted on a pedestal; one gun which also was mounted on a pedestal and had a horizontal barrel of about 75 mm and a length of about 2.5 meters; one 37-mm gun with a shield and rubber tires; one water-cooled heavy machine gun with a mount; and one air-cooled light machine gun.
3. In late October, it was learned that, beginning in about mid-October 1950, the 200 police previously quartered on the top floor of the administration building were billeted in private homes in Wilhelmsruh. The

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rooms which had been vacated were equipped as offices. Approximately 100 Seepolizei officers worked in 45 rooms.

4. On 1 November 1950 officers of the Hauptverwaltung Seepolizei included:

Rank and Name

Generalinspekteur
Verner Waldemar

Chefinspekteur Felix
Scheffler

Chefinspekteur
Liebing, (fnu).

VP Kommandeur
Becker, (fnu).

VP Kommandeur
Finke, (fnu).

VP Kommandeur
Lemke, (fnu).

VP Kommandeur
Taeuber, (fnu).

VP Kommandeur
Zuehlsdorf, (fnu).

VP Hauptkommissar
Strasitzki, (fnu).

5. On 3 November, it was learned that a Seepolizei radio station was being established in Parow. The building, the construction of which began in 1950, was not yet completed. The installation was being built by BAW (sic) in Treptow. A German firm was charged with the installation of sets for generating direct current. Components were delivered by the HVS. A complete set includes an electric motor with a direct current generator, constructed by the Baummeller firm in Nuernberg, and a gasoline motor with a direct current generator. Each generator has a capacity of 6 kw. The complete set also includes a battery with a storage capacity of 6 hours of direct current, which, in the event of an emergency, can replace the power generated by the engines of the radio station. The installation was scheduled to be ready for operation by 5 January 1951. Having completed the installation of the ~~direct~~ current plant in Parow, the German firm mentioned was scheduled to construct 17 additional similar installations for the Seepolizei. VP Kommandeur Zuehlsdorf stated that two sets will be installed in Schwerin and one each in Stralsund and Binz.

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6. On 3 November, it was learned that installations planned by the HVS included a Seepolizei signal school in Stralsund which was already under construction, a Seepolizei machinists' school in Schwerin, a Seepolizei navigators school in Wismar, and one Seepolizei school each in Sassnitz and Waren. **
7. On 27 November, it was learned that VP Kommandeur Bartsch, (fnu), was appointed chief of the newly established Shipbuilding Department of the HVS. This department was scheduled to be accommodated in buildings of the former Engolbrecht ship-building yard on Wenden-schlosstrasse in Koepenick. This yard formerly built sailing yachts, motorboats, and sports craft. After the war it was converted into a people's-owned enterprise.
8. On 19 November, it was learned that HVS officers included: Chefinspekteur Fischer, who was in charge of the Personnel Department of the entire Seepolizei, and who succeeded Chefinspekteur Liebing, who is believed to have been transferred to a Seepolizei school; VP Kommandeur Kreis, (fnu), Chief of the Procurement Section of radio stations; and VP Kommandeur Schindler, (fnu), Chief of personnel at the HVS.
9. On 1 December, two Soviet naval officers with the rank of captain second grade arrived at the HVS in the sedan of VP Chefinspekteur Scheffler. They were in conference with VP Chefinspekteur Scheffler and VP Kommandeur Bartsch in a room guarded by sentries.
10. In early December, the HVS in Berlin was given special telephone lines to Karlshorst, Niederschoeneweide, and Koepenick. **
11.
12. Seepolizei bases planned include: Schwerin, Waren, Rostock, Stralsund, and Sassnitz. ** Two main radio stations called Inland and Uebersee were under construction in Parow and Geltow respectively. A new radio station was being built in Rasdorf near Zuehlendorf by the VEB Bauunion Ost on orders of Polizeiabaustab II in Karlshorst. ***
13. Clothing and foot wear for Seepolizei personnel were delivered by VEB Fortschritt on Greifswalderstrasse in Berlin and by VEB Lingen in Erfurt respectively.

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Comment. The HVS location in Berlin-Wilhelmsruh was confirmed in previous reports.

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** Comment. To date, only the training schools in Stralsund, Parow, and Sassnitz have been known to belong to the Seepolizei. The establishment of a navigators' school in Rostow near Wismar appears credible since a civilian navigators' school is also located there. The former torpedo test station in Waren was occupied by the Soviet Navy until about 1948 and there-

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fore appears appropriate to house a Seepolizei school. The telephone connections mentioned in paragraph 10 are believed to run to the HVA in Adlershof, the Polizeibaustab in Karlshorst, the HVDVP in Niederschoeneweide, and to the Ship-building Department of the HVS in Koepenick.

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